

# November 19, 2015 Keep Kirkland Moving Community Meeting

On a scale of 1 to 5, please tell us about your experience at the Community Open House and Update so that we can plan for future events.

	<b>Very Much 1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>Not At All 5</b>
<b>Questions:</b>					
Are you more informed about the issue?	15	25	9	6	3
How useful and easy were the materials/presentations?	9	24	18	6	0
How convenient was the time of this event?	23	18	11	5	1
How convenient was the location of this event?	39	7	6	3	2
How likely are you to attend another update on this issue?	42	11	1	2	3

<b>How can we improve future events regarding this issue?</b>
Monitor parking garage. Direct traffic to lower level when upper level is full.
More space for exhibits
More transparency to community about what our options are and how to advocate for Kirkland.
Allow more time.
Not enough space for people to get to ask questions at the booths. Krikland City Council would have been a better option.
Allow questions sent ahead of time. Website w/Q&A.
More events to distribute volume of participants. Really crowded to look at the materials in the lobby.
Ensure all materials/posters posted online prior to the meeting.
Better advance information.
We need more time for questions.
Better access to posters and info stands.
Gauge the interest of the audience and be prepared to adjust time to accommodate more comments/questions.
Keep info coming!
Show the City of Kirkland the results of this meeting and call to get others opinion.
Hour before presentation was a bit chaotic... difficult to make sense of all the different boards/flyers, etc.
Additional design concepts for the trail development and transit provisions.
Post a sign telling us who is represented in the lobby—I didn't know Cascade Bicycle Club was here.
More space for posters/people to answer questions.
Presentation area was too small.
Town meetings are really good!!! Wasn't clear that 6:30–7:30 p.m. was info with presentation at 7:30 p.m.
Announce the time of presentation if different from start of meeting.
Start the presentation at the announced start, not an hour later.
Be more open with what the plan is from start to finish.
You could repeat the presentation—I had to leave early.
Bigger space!
Be honest. Consider and present options w/pro's and con's and cost for people to make informed decisions.
Have people bring written questions.
Repeat questions.
Schedule more events as things develop.
Presentation space was good but you needed much more space for the questions in the lobby. A few of the questions I had, no one could answer. Difficult to hear and negotiate space.
Is this a done deal?
Better system for taking questions (i.e. not a free for all). I had a few questions and didn't get to ask any.
Have Sound Transit speaker available.

<b>What information do you need in the future?</b>
Metro funding issues related to neighborhood connections.
More information how BRT will actually fit on the CKC. There isn't 100' of buildable space in many places including grades, wetlands. The concept pics are pretty unreal given my daily observation of the CKC.
What really is our say in this matter? Who really are the stakeholders?
How are Kirkland residents considered? Are we just a pass-through for those going from Lynnwood to Renton?
A detailed cost analysis for each option.
1) Will non-BRT buses be allowed in future (e.g. gas/diesel)? 2) How is it that zoning approvals did not also include transportation solutions?
No discussion yet of how bikes can be part of the transit solution, especially if there is pronto expansion.
Cost/benefit studies.
Data on traffic, ridership, costs, etc. Real numbers and calculations.
More transparency on process/systems used by Council to make recommendations.
Better analysis.
Data (not hearsay) on how a BRT or LR system has impacted property values along the rail corridor and, more specifically, properties at access points in other cities that have implemented.
Continued communication and outreach.
How will bus/train riders get to station? In cold/wet weather people don't want to walk/bike.
Timeframe. Cost. How foot and bike traffic will be separated from bus lane—lots of kids!
More details on corridor especially where it is less than 100' wide. Don't spin. Show worst case scenarios too!
More clarity around the exact types of transportation for E-03 and E-06. Also, there should be more clarity around the gains/losses and pros/cons for each.
More attention to promises of congestion relief and compatability of trail and HCT.
Honesty from City Manager and Kirkland Council.
All info concerning City Council actions concerning the CKC.
How can we support the project.
Not much more.
Information on frequency rate of buses.
Address the increase in crime on trail. Fact—those who like to drive are going to drive no matter what.
Other options coming from Kirkland residents.
Cost difference from City between BRT and LRT options. While most funding will be from Sound Transit, still curious of our local costs.
What Sound Transit is doing around us!
No one was there to talk about environmental impact. I'd like to know how fast the "rapid" transit buses are going to travel through residential and school zone areas.
Honesty.
More information on bus/within communities and parking. What About "sensitive environment" buses will not improve animals living conditions.
Options as they occur (other than buses only on Kirkland Corridor or less intrusive options)
Cost vs. benefit of three transit options. Who is going to use these buses? How many?

<b>How would you like to receive updates about this topic?</b>
Kirkland Reporter
Hard copy to address
Online
Community forums, online info
E-mail
Website
Website, Facebook, Twitter
E-mail
Listserv
Internet
E-mail, online, website
Via internet I'm already signed up to receive updates
Mail
E-mail
E-mail
Press releases
E-mail, website
E-mail
E-mail
E-mail
E-mail blasts
E-mail
Print media
E-mail
E-mail
I'll get it on the web
E-mail
Via e-mail
E-mail/Mail
Mai or e-mail
E-mail
E-mail
E-mail
E-mail
E-mail

<b>How did you hear about this community meeting?</b>
City e-mail and newspaper
E-mail
E-mail and word of mouth
Neighbors
Online
E-mail
Kirklandviews.com
All over :-). Community, e-mails, school, Facebook, friends
Kirkland Reporter
Seattle Transit Blog
City Bulletins
Papers
Friend
E-newsletter
City of Kirkland
Facebook
From a neighbor
Kirkland City Council newsletter
Neighborhood organization
E-mail
Kirkland Views and Eastside Trail Advocates on Facebook
Cascade Bicycle Club/news reports
Seattle Times, City e-mail, Kirkland Reporter—good job!
Friends/family
Wife
Seattle Times
E-mail, other meetings, City Council
Be Neighborly Kirkland Facebook page and Kirkland Reporter Facebook page.
Kirkland Reporter, notice on trailhead
Seattle Times/Kirkland Reporter
E-mail
City Listservs
Web
Cascade Bicycle Club
My neighborhood is very concerned
Townhome homeowners newsletter

<b>How did you hear about this community meeting?</b>
Kirkland Reporter
Kirkland Courier
E-mail, Juanita general meeting
My wife
E-mail
Newspaper tonight!
Neighbor
At last one
1) Community leader on Kirkland Corridor walk this week 2) Seattle Times 11/19

<b>What other concerns do you have?</b>
Meeting needs of children, disabled, and the elderly.
I strongly support more reliable transit in Kirkland. I would like to see solutions for transit on many more of our roads (85th, 70th, N/S on the east side of Kirkland... 70th more a Redmond issue) and wonder if those solutions save some need for use of the CKC (e.g. 108th with better NW University access). I'm impressed by the CKC vision either with or without transit. I'm skeptical about access to the I-405 85th St stop. Access to the edge of downtown Kirkland need better transit & bike access through downtown and east of 85th needs a lot of help.
Needs to work for Kirkland and the region. BRT is a bad idea.
I am interested in electric vehicles on rubber tires small to large traveling the CKC transit lanes. Can 3+ carpools drive on it too?
We have a unique high value to Kirkland gem that will turn into a fly-thru transit corridor that in the end makes Kirkland's traffic worse.
How are we improving internal Kirkland transportation vs. creating a corridor for people to pass through?
Will ruin value of condos, homes on-near corridor. Why did Google do all this work (park, etc.) if you will knock it down. Thanks for lying to us!
Question: There are many grade crossings at present. For LT or BRT these crossings will need gates. If buses are every three minutes the gates will be permanently closed!
If there is to be a transit node on 85th at 406 causing 85th to be widened, will the condos and houses on either side of 114th have to be taken out?
That there is no option to have a stop/connection to Parkplace—why Houghton? Parkplace is where the jobs are going to be.
Question: Who are we trying to serve w/a proposal to use the CKC? If Kirkland residents and businesses, it seems practical (as long as we have evidence that people would use it for that purpose). Conversely, if we are trying to address a larger issue of moving people N-S through Kirkland then 405 seems more appropriate. If this ends up being the primary use then why put them on the CKC? High frequency on the CKC will certainly result in a deterioration of the current experience of trail users.
"Kirkland" doesn't appear to be included in any meaningful decision making yet is impacted greatly (e.g. no seat on the Seattle Transit Board).
Very helpful—thanks for the outreach. Seems like we need more research on how to get Kirklanders out of their cars. If they're not biking or using transit now (or a mix), why not?
No surprises, please! Why did we not hear much until the report in the November Kirkland Reporter?
NIMBY and shortsightedness prioritizing a local trail over BRT solution for the greater community.
No to buses. Yes to sleek, quiet, light rail with stops through town.
All concepts DO NOT WORK without parking.
All variants seem to favor other parts of King County. We need light rail and bus stops in/near downtown Kirkland to reach the waterfront and Parkplace.
I am surprised that important decisions about traffic flow are being made without having a good idea about the true origin and destination of potential users of the ST system. Where do people live and work? How do they get from their homes to the transit system? And to the work place? If too many steps are involved, the answer is cars, again, while we will have ruined the corridor!
Noise, property values (I live on the trail).
With all the backlash, what will City Council do to rectify this backing of rapid transit.
1) Noise, pollution, safety, use of trail during construction. 2) Impact on property values. 3) Once complete who is responsible for maintaining cleanliness of a) the trail and b) the BRT or LR portions? City of Kirkland? ST? County? Shared? And, where does funding for maintenance originate?

<b>What other concerns do you have?</b>
There are no stops listed for S Houghton on the CKC! What will happen with the 255 bus on 108th in Houghton? Why not put more buses on 108th so we don't have to drive to the Houghton or S Kirkland P&R. We used to have three buses on 108th.
Do not want to lose our trail to bus traffic.
Buses would be the least desirable option. Quiet light rail would be valuable to entire region. We need it but how will it get paid for? Construction costs will be significant.
Limitation of light rail makes BRT seem better. BRT on 405 seems like bad idea—not enough Kirkland stops.
Bus on east side of trail. Most backyards are facing trail. Have bus on west side and on lowest elevation of trail. People will go on highest level regardless of use to see view of lake.
Environmental impact.
Put more buses on 108th.
The connectivity with the 1/2 mile side streets needs to be considered (e.g. the on and off ramps and where people get there, super unclear!
1) Transit on corridor that does not improve traffic congestion in Kirkland. 2) Incompatible uses on corridor.
Drug and crime prevention on the CKC with the bus/light rail option. Where are other cities (e.g. Bellevue) on this process/plan?
The City Council appears to always place business interests above resident (taxpayer) interests.
250k for a study is a waste of tax dollars. All the public will have is propaganda from City of Kirkland.
Council members are making decisions without interaction with taxpayers of Kirkland.
I want the BRT with several stops in Kirkland. The existing trail is already crowded and needs improvements to serve more people.
Safety of transit on CKC. But I totally support transit on CKC.
Secret deals of the Council with ST and Google.
This is not going to solve the problem—fix what is broken and not working first before you spend any more on additional transportation (two empty lanes on 405).
Crime, noise, effect on property values.
I believe we need to work towards a solution to traffic now to use the extra lane on 405 for bus only from Everett–Tacoma with bridges to access at locations in each metro area. Light rail to then be put in on the CKC would be an appealing transportation within the area, quiet, many stops and along trail. Thank you!
Want to see (order of preference): 1st Light rail on CKC 2nd BRT on CKC 3rd BRT on 405
What other adjacent cities are doing with their corridor.



<b>What other concerns do you have?</b>
<p>1) I'm concerned that the Kirkland City Council and officials are not educating more residents on what could happen to a valuable natural space that should be preserved for pedestrians and bikes only.</p> <p>2) I'm concerned that the Kirkland City Council and officials are thinking more about economic interests (emphasis on Google) and not thinking about the value of life in the city from other vantage points.</p> <p>3) I'm concerned that the ST3 on the ballot will include so many projects that I won't be able to vote no on one and yes on another.</p> <p>4) I'm concerned that the City Council is not considering how important banding together with all other cities along the trail would be toward creating a Burke-Gilman for the eastside.</p>
Is this a done deal?
The 255 currently runs parallel to the most densely populated section of the CKC making numerous stops, including right in front of the Google campus and both major commercial centers. How would BRT on the CKC improve access within Kirkland with just three stops in this range?
The beauty of the trail is that—a trail. Not art space. But peaceful walking.
Fewer undisturbed quiet retreats near neighborhoods within walking distance.
Noise, quality of living, property value reduction.